SCENE OF THE WRECK OF THE ATLANTIC.

LESS THAN SIX HUNDRED VICTIMS. STORIES OF THE SAVED.

THE PATAL GALES-IGNORANCE OF THE SHIP'S POSI-TION-THE SUDDEN BLOW-BOATS MADE USELESS -SAVED BY LIFE-LINES-CONDITION OF THE

Latest details of the wreck of the steamship Atlantic subtract nothing from the original tale of horror, except that the loss of life is not so great as at first reported. The main features of the calamity remain unsoftened; the sufferings of those exposed to the pitiless pelting of the storm must have been terrible; and the story of the survivors is touching in the extreme. But the most trustworthy accounts reduce the number of people on board hundred and forty-six were lost.

chief officer, from which it appears that none on board the ill-fated ship knew her actual position any time during the few hours before she struck. The steamer had passed Halifax; she was turned back; struck on her starboard side; keeled to the port (or larboard) side, means of escape for many. The first boat from land came out at 5 a. m.; other and larger craft came to the rescue at 6 a. m. Many escaped from under deck through the port-holes of the ship, on the upper side, as she lay careened, before she was completely

have been used by the coast people. Arrangements to forward the saved to this city have been made. The passenger lists, as full as can possibly be procured, are published below.

CAPTAIN WILLIAMS'S STORY.

THE VOYAGE FROM LIVERPOOL-FANCIED SAFETY PROVES SUDDEN WRECK-THE SINKING OF THE SHIP-GETTING LINES ASHORE-431 LEVES SAVED -A BRAVE CLERGYMAN-APTER THE DISASTER. HALIFAX, April 2.—The following is the captain's

We sailed from Liverpool March 20. During the first part of the passage we had favorable weather and easterly winds. On the 24th, 25th, and 26th we experienced heavy south-west and westerly gales, which brought the ship down to 118 miles a day. On the 31st of March the engineer's report showed but about 127 tons of coal on board. We were then 460 miles east of Sandy Hook, with wind south-west, and high westerly swell and falling barometer, the ship steaming only eight knots per hour. I considered the risk too great to push on, as we might find ourselves, in the event of a gale, shut out from any port of At 1 n. m., March 31, Sambro Island was distant 170 miles; the ship's speed varying from 8 to 12 knots per hour: wind south, with rain, which veered to night. I judged the ship to have made 122 miles, which would place her 48 miles south of Sambro, and I then left the deck and went into the chartreom, leaving orders about the look-out, and to let me knew if they saw anything, and call me at 3 a. m., inter ang then to put the ship's head to the southward and await daylight.

ing of the ship on Meagher's Island and remaining THEILLING ESCAPE FROM A WATERY PRISON HOUSE Friends who had separated from each other after there fast. The sen immediately swept away all the port boats. The officers went to their stations and HALIFAX. April 2-A steerage passenger makes commenced clearing away the weather boats. Rock- the following statement: ets were fired by the second officer. Before the I turned into my berth about II o'clock Monday boats could be cleared, only 10 minutes having night. The night was dark but starlight, and the fellows had been sent into eternity. By 12 elapsed, the ship keeled heavily to port, rendering the starboard boats useless. Seeing that no help sould be got from the boats. I got the passengers | woke up with a shock and remarked to my mate, into the rigging and outside the rails and encouraged them to go forward where the ship was high- were safe in Halifax Harbor; but as soon she made est and less exposed to the water. The and Speakman by this time having established comconnection with the outlying rock, about 40 yards distant, by means of a line, got four other lines to the rock, along which about 200 people passed. Between the rock and the shore was a passage 100 yards | had fallen over and the steerage was full of water, by which means about 50 got to the land, though many were drowned in the attempt.

At 5 a. m. the first boat appeared from the island, but she was too small to be of any assistance. Through the exertions of Mr. Brady, the Third Officer, the islanders were aroused, and by 6 a.m. three larger boats came to our assistance. By their left the ship there were still a great many in the They saw nothing of the Atlantic. sflorts all that remained on the side of the ship and rigging. on the rock were landed in safety, and eared for by s poor fisherman named Clancy and his daughter. During the day the survivors, to the number of 429, were drafted off to the various houses scattered about, the resident magistrate, Edmund Ryan, reudering valuable assistance. The Chief Officer having got up the mizzen rigging, the sea cut off his retreat. He stood for six hours by a woman who had been placed in the rigging. The sen was too high to attempt his rescue. At 3 p. m. a clergyman, the Rev. Mr. Ancient, succeeded in getting him a line and getting him oif. Many of the passengers, saloon and steerage, died in the rigging from the cold; made about 3 o'clock, so that the steamers among the number the Purser of the ship.

Before the boats went out I placed two ladies in the life-boat, but finding the boat useless, carried them to the main rigging, where I left them and fated Atlantic from the presence around her of a went aft to encourage others to go forward on the side of the ship. At this juncture the boilers exploded, and the boat rolled over to leeward, the ship at this time being on her beam ends. Finding myself useless there, I went to take the ladies forward, | for some distance, while the bay is studded with | investigation at once. The agent of the Cunards but found them gone, nor did I see them afterwards. Many passengers at this time could not be stimulated to any effort to save themselves, but lay in the rigging and died from fright and exposure. I remained an the side encouraging, helping, and directing until about 15 were landed, when finding that my hands and legs were becoming useless, I left the ship, two other boats being close to, and embarked the re-

On reaching the shore I dispatched Mr. Brady, Third Officer, off to Hallfax, across the country, to telegraph the news of the disaster, and to obtain sesistance. Mr Morrow, the Countre line agent, | ture near the shore, come to anchor, and the Golinh, | vincial Legislature have taken measures to relieve

promptly responded and sent two steamers with provisions to convey the survivors to Halifax, where they will be cared for and forwarded to New-York the first opportunity in charge of the First and Fourth Officers, the Third Officer and four men being left at the island to care for the dead as they came ashore. Capt. Sheridan, diver, has received provisional authority as to the salvage of the cargo and materials. The Second Officer was lost with No. 30 life boat.

THE CHIEF OFFICER'S STORY.

FIGHTING THE WAVES-RESCUED BY A GALLANT CLERGYMAN AFTER TEN HOURS IN THE RIGGING -A WOMAN'S GHASTLY PATEL

Atlantic, in reply to the reporter's questions, made a statement in substance as follows:

to nine hundred and seventy-six; of these five | went to my berth. I was aroused by the shock of We have the narratives of the captain and to my room, and said the ship was ashere and he rendering the boats on the other side useless, swept the boats away. I was holding Not many were saved by the ship's boats; a fast to the mizzenmast rigging, and now climbed life-line stretched to the shore being the higher for safety. The night was so dark and the submerged, the bow being high out of water. | mast rigging with me, including one woman. When Every means possible to save life and re- these saw that there were lines between the ship lieve the sufferings of the sarvivors seem to and the shore, many of them attempted to go forthey were unable to help us.

At 2 o'clock in the afternoon, after we had been in the rigging ten hours, the Rev. Mr. Ancient, a Church of England clergyman, whose noble conduct I can never forget while I live, got a crew of four had been given to them by the good people of Prosmen to row him out to the wreck. He got into the main rigging and procured a line, then advanced as far as he could toward me and threw it to me. I caught it, made it fast around my body and then Guernsey jacket on the one person. Here was an jumped clear. A sea swept me off the wreck, but aristocratic man striving to make himself Mr. Ancient held fast to the line, pulled me back and got me safely in the boat. I was then so exhausted and benumbed that I was hardly able to do anything for myself, and but for the clergyman's supply, and so I decided to bear up for Halifax. gallant conduct I must have perished soon. The after bearing up with remarkable strength under her great trials, had died two hours before Mr. Ancient arrived. Her half-nude body was still fast in the rigging, her eyes protruding, her mouth westward at 8 p. m., with clear weather. At mid- feaming-a terribly ghastly spectacle rendered more ghastly by the contrast with the numerous jewels which sparkled on her bands. We had to leave her body there, and it is probably there yet. The scene at the wreck was an awful one, such as I had never before witnessed and hope never to witness again. Comparatively few bodies drifted ashere; most of them, with such articles as came out of the ship while I was on her, were carried to sea.

A STEERAGE PASSENGER'S STORY.

-BUNDREDS MISERABLY DROWNED.

weather fine. I knew the ship was going into o'clock, all those who had reached the shore Halifax for coal. The last I remembered was two bells (1 o'clock) struck. I then went to sleep, and I "There goes the anchor." I thought, of course, we a second plunge I said, "Good God, she's ashore !" With that we got up and dressed. The companion-Third Officer, Mr. Brady, and Quartermasters Owens | way was througed with the lower steerage cabin passengers, 800 steerage passengers, and a crew passengers. Seeing that the sea was commencing to break over the ship, and pour down the companion-way, I got as many as possible to take to the bunks and hold on by the iron stanchions. There we remained until after daylight. The ship wide. A rope was successfully passed across this, one side only being out of it. Our only chance of escape was the ports. A number of men, probably twenty, got out through the ports to the side of the vessel. I remained until all who were alive were out. There were a great many drowned in their bunks, and others were drowned while trying to reach the ports. I got out through a port and held fast to the side of the ship for about two hours, and then went to the shore by the "life line." When I rainy, and windy, and that they were very anxious.

THE RELIEF EXPEDITION.

HALIFAX, April 2.—Early this morning the Dominion Government steamer Lady Head, Capt. Mattson, the Cunard Steamer Delta, Capt. Shaw, and the steam-tug Goliah, Capt. Jones, left the city for the scene of the wreck of the White Star steamer Atlantic at Prospect, to render such assistance as they could. The Lady Head had on board a number of Custom-house officers, and the Delta's party included several newspaper reporters. The start was reach the scene immediately might after daylight. As the morning broke the steamers approached Prospect, and those on board quickly learned the whereabouts of the illlarge fleet of fishing schooners and small boats. The locality is one that a mariner would be disposed to give a wide berth to if possible, the shere being a succession of large beds of rock with dangerous shoals running out It is understood the Government will commence an innumerable islands, large and small, all of solid rock with searcely a sign of vegetation or soil for anything to grow on. Frowning and dangerous as the place was, there was still grandeur and beauty in the scene. But the terrible story of the shipwreck absorbed too much of the attention of those on board the relieving steamers to allow them to spend many minutes in admiring nature. The business of the vessels was to get on board the passengers and others who had been rescued from the wreck and put on shore, where, with such a large number in such a small place, not even the large-hearted generosity and kindness of the fishermen could be ex-

pected to make them comfortable.

HALIFAX, April 2 .- J. W. Firth, chief officer of the

My watch ended at 12 o'clock on Monday night. The second and fourth officers took charge, and I the vessel sinking. The second officer came down was afraid she was gone. I put on a few articles of clothing, got an ax, and went on deck to clear the boats. The ship had careened over before I reached the deck. I cleared the two starboard boats. Just then a heavy sea spray blew so thickly that we could not see well what was going on around us. I saw men on the rocks, but did not know how they got there. All who were alive on board were in the rigging. When daylight came I counted 32 persons in the mizzenward to the lines, and in doing so were washed overboard and drowned. Many reached the shore by the aid of the lines, and the fishermen's beats resoned many more. At last all had either been washed off or rescued except myself, the woman, and a boy. The sea had become so rough that the boats bouts in safety. I got a firm hold of the woman and

THE LADY HEAD, DELTA, AND GOLIAH TO THE and drifting beyond the vessel on immense waves, RESCUE-A MOTLEY CROWD-AFFECTING SCENES -BRINGING THE SURVIVORS TO HALIPAX-546 LIVES REPORTED LOST.

The Delta and the Lady Head being mable to ven-



with a life-boat, went in to embark the shipwrecked people. No time was lost; the Goliah and the boats soon returned filled with men, who proceeded to get on board the Delta. And such a motley party! Falstaff's ragged regiment were well attired comcould not venture near us. Soon the boy was washed | pared to these English, Irish, Scotch, Welsh, Geroff, but he swam gallantly and reached one of the man, Dutch, Norwegian, Swedes, Swiss. Indeed, representations of every country in Europe and of the United States were huddled together, talking, secured her in the rigging. I could see the people on laughing, crying, praying and giving thanks, producshore and in the boats, and could hail them, but | ing a confusion of tongues of the most extraordinary character. Searcely one-half of them had a con plete and respectable suit of clothes. The wealthy merchant of London and New-York, the high-toned professional gentleman, and the lowest of the foreign emigrants, appeared in clothing much of which pect. Some were without coats, many without hats, others without boots, and all had to mourn the absence of at least some comfort in the way of clothing. Expensive broadcloth blended with the rough at home under a dilapidated overcoat that had probably done duty, in the days of yore, on the back of more than one hardy fisherman of the place, while at the same time be made desperate efforts to get on his benumbed hands a pair of lavender kid gloves. He had a preference for kid as a rule, no doubt, but at that particular moment he was gazing enviously on a half-frightened-to-death Dutchman, who a prodigious pair of wool mittens, which did great credit to the skill and sense of the fisherman's daughter who had given them to him. But why continue the story? The scene may be more easily imagined than described. All were warmly welcomed on board the Delta by Capt. Shaw and his officers, who spared no pains to make them as comfortable as possible. The Goliah returned to the shore, and was soon back again with

just such a crowd as the previous one. There were several affecting scenes on the Delta. as the passengers were collecting in her from the points where they had been staying. the Atlantic struck, and never expected to meet again in this world, were brought face to face in the Delta's cabin, where they grasped hands and wept for joy, and returned thanks to Him whose mercy had spared them, while so many of their safely were, excepting an officer and four men who remained, and those who walked inland, taken on board the steamers Delta and Lady Head, the former having about 330 and the latter 77. A calculation was now made by Capt. Williams, showing that the loss of life, though immense, was not so large as had been reported. The Atlantic had on board 33 (officers included) of 143 men; total, 976 souls, leaving the number lost, 546. This may not be precisely

The wreck remained in the same position as before reported; bow and masts only above water, and sea breaking so rough that boats could not approach with safety. She was broken in some places and a few packages had washed out and drifted to sea, but

the bulk of the cargo appeared to be undisturbed. Several vessels with diving apparatus have arrived at the wreck, and commenced operations for the removal of dead bodies and the cargo.

The Carlotta's passengers, who got in early yester day morning, say that the night was very dark,

The disaster was so soon over that hundreds could know nothing of the danger. Of 300 women and children, a majority were swept out of the steerage, were carried seaward and seen no more. The bodies

recovered will be buried at Prospect Village. LATER.-The Delta's passengers, in number 320, landed at the Cunard wharf late this afternoon. They were mostly men from 20 to 25 years of age. Many were in a pitiable condition-without shoes, feet swollen and bruised, clothes torn and drenched, some with bits of carpet, matting and blankets around them, and all fretted and sick from exposure all night. On reaching the locality it was found that a considerable number more than first named had been picked up and saved, among whom were some old and feeble persons, who died after being rescued from exhaustion and cold. The Lady Head is bringing 77 more. All who have arrived here have been fed and cared for. It is expected that the divers will be successful in saving goods if the

weather proves favorable. The chief officer, though a long time in a perilous position alone on the wreck, was at last saved. The second officer, Worthington, the purser, and Christie, chief steward, were lost. Capt. Williams is here. and others are making arrangements to forward all who are able to go, to New-York, by steamer. In the mean time, all that is necessary will be done by the citizens and authorities for the comfort of the survivors.

LATEST .- The passengers were taken care of by the Cunard agents on their arrival here, this afternoon. About 150 of them will go by the steamer Chase to Portland, to-morrow, the remainder going the steamer Falmouth, to-morrow night, if there is room for them. About 100 bodies have been recovered at Prospect. The agents here have ordered 100 coffins to be sent down at once. The Company are paying all the expenses. The city authorities and the Pro-

passengers that may require it. The Steamship Company's agents are doing all in their power for the welfare of the passengers.

THE CABIN PASSENGERS. The following list of the cabin passengers on the Atlantic was furnished by the English agents of the

White Star line and sent by cable from London: MARCHWALD, F. D., MERRITT, Mr. W., ALLEN, CHARLES, MARCHWALD, F. D.,
MERGITT, Mr. W.,
MERGITT, Mrs.,
MERGITT, Mrs.,
MERGITT, Mrs.,
MERGITT, Mrs.,
MERGITT, Mrs.,
RICHMONDS, Mr. B.,
ROSE, Miss (1),
ROSE, Miss (1),
SHEAT, Mr. H.,
SHEAT, Mrs.,
SHEAT, Mrs.,
SHEAT, Mrs.,
SHEAT, Mrs.,
SHEAT, Wrs.,
SHEAT, Wrs. BARNER, MISS BRINDLEY, JOHN, BRODIE, MISS, CAMACKS, Mr. R. HEWITT, Mr. J., HIRSCH, Mr. H., JONES, SPENCER, JUGLA, Mr. A.,

Dispatches from Halifax give the following as the list of cabin passengers saved: CHARLES W. ALLEN of London CHOLAS BRANDT of New-York. IAMES BROWN of Massachusette SIMON CAMACHIO of New-York.

W. GARDNER of London.

HENET HIEZEL of Switzerland.

J. Spiences Jones of New-Ross, Ireland.

Anothers Jugla, give dealer of No. 137 Broadway.

prevails.

ew York.

DANIEL KINANE of Springfield, Ohio.

LEWIS LEVINSON of London.

PREEMAN D. MARCHWALD of Thompson, Langdon & O., No. 200 Broadway, New York.

B. B. HICHMOND of Detroit.

S. W. Vick of Vick & Meione, Wilmington, N. C.

Halifax dispatches announce the following as the cabin passengers believed to be lost : Miss BRODES and Miss BARKEE, both of Chicago.
Mrs. Davidson and daughter of London.
CYRDS M. FISHER, counselor at law, of Vermont and

s wife. HENRY S. HEWHY of W. J. Best & Co., No. 448 roome-st., N. Y.

Broome-st., N. Y.

M. KRUGER of No. 54 Exchange-place, N. Y.
Mr. MERRITT and wife of New-York.

J. H. PRICE of No. 151 Hrondway, N. Y.
Mr. STREAT, wife, son, and daughter of Nevada.

SALBERT SUMNER of San Francisco.
Miss SCRYMSER and Miss MERRITT of New-York.
W. B. WELLINGTON of Boston.

The differences between the names in the London efficient and careful seamen in the transat list and in the Halifax lists arise, of course, from service. telegraphic errors and from the difficulty of getting accurate information in the confusion attending a

THE OFFICERS AND CREW. The dispatches from Halifax name the following as the officers who escaped from the wreck of the Atlantic :

Captain-James Agnew WILLIAMS. Chief Officer-J. W. FIRTH. Third Officer-Cornellus Brady. Fourth Officer-John BROWN. Surgeon- - CUPPAIGE. The following officers are reported lost: Second Officer-HENRY METCALF. Purser-AMBROSE WORTHINGTON. Chief Steward-Hugh Christis. The following members of the crew are saved coording to the Halifax dispatches; Lindsay, Alex., Lower, Alfred,

Acton, B, Anderson, George, Atkins, Robert, Baillie, John, Buiger, John, Lower Aifred,
McMurlen, Bobert,
McMurlen, James,
McNichol, Daniel,
Mahony, Daniel,
Mathews, Patrick,
May Samuel,
Menaria, Frank,
Menarian, John, Barns, Peter, Campbell, Walter, Cheers, George, Cheers, George,
Connoily, James,
Cosgrove, John,
Cummings, John,
Davidson, D.,
Devine, John,
Donneily, Walter,
Dunn, James,
Dunn, James,
Dunn, Thomas,
Evans, Patrick (1),
Fostler, Owen,
Frederickson, John,
Gilbert, John, Menat, Frank,
Monagnan, John,
Montgomery, Mathew,
Murphy, John,
Myers, Geo.,
Newton, Henry,
Norton, Aiex.,
Payne, Robert,
Patterson, Wm., Payne, Robert, Patterson, Wm., Boyalance, Chas., Rydez, John, Sanders, Geo., Sheridan, John, Simpson, John, Speakman, John, Stullaford, Irving, Sanderland, Wm. Walker, Robert, Wilding, Arthur, Wilson, Thomas. No list has yet been obtained of the crew who were lost.

THE STEERAGE PASSENGERS. The dispatches from Halifax give the following as the list of steerage passengers saved:

s saved:
Cunningham, Michael,
Cunningham, Thomas,
Cunningham, Wib.,
Curling, Christian,
Dalton, John,
Deer, Johannes,
Devin, Arthur,
Dunotee, John,
Donnelly, Donnelly, Donnel Dondier, W., Doyle, Edward, Doyle, James, Doyle, John, ner, A., habop, Alfred, booth, Thomas, booth, William, Driscoll, Cornelius, Drumbuski, Frederick, Dunn, P., Egan, Edmund, Burns, Benjamin, Burns, Michael, Carlsen, Alex, Carlsen, John, Carnolly, Michael, Carroll, Joseph, Carroll, P. Elloger, Emile Elly, John C., Figgine, Edward, Plannagan, James Flun, Simon, Poley, James, Fungo, John, Gayuer, Edmund, George, Richard, Giovam, A., Giandfield, Wm., Gracefod, Patrick, Greener, M., Groener, M., Groom, Charles, Gunderson, Osmond, Gustave, A., Hammell, Stephen, ornwall, E. oegrove, Patrick, Crisincraft, Chris.,

Culy, Thos.,

Hanson, A.,
Hanson, A.,
Hanson, G. P.,
Hanson, P. M.,
Haveley, Charles,
Hawk, Win.,
Hay Win.,
Hayman, Win., Holland, John, Howlett, Robert, Hughes, Hugh, Huxley, Andres Jackson, John D. Jacobe, Henry, Jarvis Thomas, Johnson, Chas.
Johnson, J. H.
Johnson, J. M.
Johnson, N. E.
Johnson, N. E.
Johnson, J. A.
Johnson, J. A.
Jones, Heury,
Jones, John R.,
Kaifon, M.,
Keily, Lascob Kally, Joseph. Kelly, Joseph. Kelly, Michael, Kelly, William, Kelly, William, Keski, G., Keyes, Thomas, Kohn, Frederick deGrath, James, deGrath, John, MeGrath, Patk., MeKay, Peter, MeLateny, Joseph, MeMann, John, MeNamara, John, Maione, William, Mander, John, Manning, Thos., Medealt, Thos., Meyer, Victor, Mals, Edward, Monta, Thomas, Moore, Daniel, Moore, Patk., Mormon, Peter, Monta, Chas., Mormon, Peter Morris, Chas., Mung, John, Murphy, John, Neal, Jeremiah, Neilson, Neil, Neilson, O. M., Neilson, O. J., Neilson, Richard, O'Neil, Hugh, O'Sullivan, Tim. J., Owen, John, Parker

adley, John, mon, Patrick,

Peck, Benjamin,
Pederson, Chris, M.
Peterson, R. R.,
Peterson, R. R.,
Protter, Frederick,
Pratt, James,
Pritcher, R. E.,
Quinn, John,
Raby, Frederick,
Redney, Thomas,
Reilly, Patrick,
Reilly, Patrick,
Reilly, Peter,
Reynolds, Richard,
Richards, John,
Reedly, Damiel, Reedly, Jamiel, Riand, Peter, Rogers, Peter, Rojand, William, Russell, George, Ryan, James, Battery, Patrick, Sampson, Patrick, Sampson, Patrick, Scanian, Cornella Schenict, Jacob, Schwartz, Anticz, Sehmatt, Jacob, Schwartz, Abdrew, Schwartz, John, Schwartz, M., Schwartz, M., Scados, Hampton, Stammay, Henry H., Shaw, William, Shaw, William, Shianzer, John, Shower, Michael Shult, William, Sinclair, Thoma Sinover, Mitchel Smidt, Jacob, Smith, George, Smith, John, Smith, Raiph, Smith, William, Stanelland, John. Steverman, George, Stoabburson, Andrew, Sailtvan, Cornelius, Sullivan, M., Sullivan, Michael (I), Sullivan, Patk, Sulson, Neal, Sussey, Peter, Sutchiffe, Patrick, Bwienes, John, Bwanki, John, Tapman, John P., Taylor, John, Taylor, Richard, Teileff, Joseph, Thomas, Robert, Thompson, K., Thompson, L. P., Trevereaux, Thomas, Tye, Edmund, Valentine, William, Vollage, Alfred, Wadley, John, Wallam, William, Walsh, Daniel, Walsh, James, Wandson, Mr., Waydon, Fraderick, Williams, Francis, Williamson, John Worthington, William, Wreckenburg, John,

THE DISASTER AND ITS LESSONS. EXCITEMENT AT LONDON AND LIVERPOOL-GREAT ANXIETY PREVAILING.

LONDON, April 2.—The announcement of the wreck of the steamship Atlantic, and the appalling loss of life caused thereby, create a profound sensation in this city and at Liverpool. The disaster is the universal topic of conversation. The offices of the agents in both cities have been thronged all the morning with people-friends of the passengers on the ill-fated steamship-all anxiously inquiring for the names of the survivors. The information sought has not yet been received from the United States, and meanwhile a feeling of most painful anxiety

CAPT. WILLIAMS'S SEAMANSHIP DEFENDED

Washington, April 2.—Experienced naval officers new in Washington, who are acquainted with Capt. Williams and with the coast where the steamer Atlantic was lost yesterday morning, hesitate to attribute that appalling disaster to the bad seamanship either of the commander or his officers. They say that to mistake a light, though it should be a rare occurrence on a well regulated vessel, is sometimes unavoidable, and, until they hear the story of Capt. Williams, and especially of the officers who were in charge of the vessel when she struck on the rock, it would be unjust to conclude that the wreck was caused either by ignorance or carelessness. Capt. Williams is personally known to several officers here, and they all speak of him as one of the most

The loss of the Atlantic has been almost the only theme of conversation in Washington to-day, and has had a very depressing effect upon the hundreds who are on the eve of sailing for Europe.

TWO BIRTHS ON BOARD AND FOURTEEN STOW-

AWAYS DISCOVERED. Boston, April 2.-The following is a special dispatch to The Evening Traveler:

Halipax, April 2.—Only three or four cabin passengers were saved from the wreck of the Atlantic, one Englishman and two or three Frenchmen. Only one lady passenger attempted to save herself; she was frozen to death in the rigging and fell into the water. The purser is among the lost. Some of the passengers arrived in the city to-day and give harrowing details of the calamity. The names of the officers or passengers saved are not known as yet. The relief steamers are expected up at 2 o'clock. The Atlantic had 850 steerage Atlantic. passengers and 30 saloon. There had been two births during the voyage. The crew numbered 142, and there | Lockport, N. Y., to obtain information in regard to his were 14 stowaways discovered. Three hundred, in all,

were saved out of a total of 1,038. A BOSTON VICTIM OF THE WRECK. Boston, April 2.-In Boston, as elsewhere, the appalling disaster to the Atlantic casts its shadow. It is not supposed that many Bostonians were on board. Henry M. Weilington, a son of Henry M. Wellington of this city, age 35, and connected with a dry goods house is the only Bostonian among the passengers known to have been lost. He had been absent in Europe for several months on a pleasure excursion.

The report that Russell Sturgis and Franklin W. Smith were passengers on the Atlantic proves unfounded.

THE SENSATION IN THE CITY.

Few events have created so decided a sensation in this city in many years as the calamity recorded yesterday. Happily, few of the passengers known to be on the ill-fated Atlantic belonged in New-York, else the feeling of depression might have become one of great excitement, and the grief and sorrow expressed might have grown toto rage and madness, for unfortunately the first feelings aroused by such disasters are unjust and vindictive. In all circles, however, great depression was observable, and though discussed more in serrow than anger, the news was the great topic of conversation everywhere. A great many harsh things were said of the Cuptain and Company; the latter were blamed because the coal had fallen short, although the explanation of this has not come to hand and the cause is not understood; the Cantain was blamed without any special reasons, except that it was urged that be ought to have been on Mr. Bart Elebmond of the firm of Bichmond & Backus, the bridge instead of in bed when on a dangerous coast. When, in reply to such a criticism, Both of them are among the saved, Mr. Richit was said that there was no evidence that the Captain was in bed; that, on the contrary, the Third Officer, Brady, on rushing to the deck found the Captain there, the evasive but original answer came, that "Anyhow, the Captain lost a magnificent opportunity for

dving." In the lower part of the city the disaster was the only topic of conversation. Even the speculations in gold and stocks gave way for a time to speculations on the loss. On the Maritime Exchange the discussion partock of a more pautical character, owing to the fact that many of the members were large owners of ships and steamers. It was generally conceded that if the Atantic had sailed without a proper quantity and quality of coal the proprietors were certainly culpable, more particularly as the detentions to which ocean vessels were liable at this season of the year were well known to every nautical or chipping man.

The anxiety manifested by the community to learn the names of those persons who had sailed on the ill-fated vessel induced the dispatching of reporters of Fire TRIBUNE down the bay to Quarantine with instructions to board the steamship City of Montreal, of the Insean line, which was expected to arrive yesterday, and which I

it was supposed might contain in the papers conveyed to the agent the passenger list of the Atlantic. The City of Montreal was sighted off Sandy Hook about 7 p. m., and she was boarded about 8:30 p. m. by the reporter, who communicated to the captain the first news he had received of the disaster. He expressed his surprise and wonder that the captain of the foundered vessel could have mistaken the locality, and could not nderstand how it was possible the vessel should have been so quickly hammered to pieces. The captain said that he possessed no duplicate of the Atlantic's passenger list, but that the Inman Company's box was on board, and might possibly contain it. That box could only be delivered to the accredited agent of the Inman line. Meanwhile a tug-boat belonging to the Inman line had come alongside of the steamer, the Company's box was delivered to its agent by the Captain, and the vessel steamed away for New-York. The reporter immediately left the steamer, and, taking the first boat for the city, went to the office of the Imman line, only to learn that it had been closed since 5 p. m. Subsequent inquiry made at the White Star Line office developed the fact that no duplicate passenger list had come by the steamer, which sailed three hours after the Atlantic, and that it may be two or three days before one can be

PRICE FOUR CENTS.

SAD SCENES AT THE COMPANY'S OFFICE. All the day long from early dawn the office of the White Star Line, at No. 19 Broadway, was erowded with eager and auxious inquirers; and sad scenes, or rather a series of painful accidents, were the consequences. Brothers inquiring concerning sisters, husbands concerning wives, parents about their emildren ome came weeping, others mourning, others silent but anxious, but all sorely stricken with grief and perplexed with doubt. All asked the same questions over and over again, unsatisfied with the answers of the agents. The latter sympathized with the inquirers, and bore with them patiently. The only information that they could furnish, however, was that they hoped some time during the evening to obtain a list of the saved, and this afternoon they will have prepared a list of the passengers for whom payment had been made in this city. Most of these who called were of the laboring classes, and nearly all had paid their savings to the Company to bring over a sister, brother, father, or some near relative at home. Many were the touching scenes which occurred. A

man who had come from Lockport to meet his wife and children, whom he expected on the Atlantic, heard for the first time in the office about the loss of the vessel. For a minute or two he seemed choked for atterance, and then asked when the names of the lost would be known. He was told that the list of the saved would probably be known in the evening. "Ah, well," said he; "it's of no use going boine to my friend's house; I'll stay around here until to-night, and if I don't hear then, I'll wait till morning. God knows I can't sleep until I know whether Katy and the childer are coming to my arms or are sleeping underneath the great ocean." A father grouned piteously for the fate of his daughter,

who he insisted " was strangled with the waters." Theodore Katzer of No. 241 Remington-st., received a letter from his cousin, Theodore Sauer, who lived in Ger-many, stating that himself and his sons, Hobert, aged 16, and Theodore, aged 1s, and his daughter Clara, aged 18, would leave by the Ill-fated vessel. No news could of course, be given at the office, and his name is not among those saved. Patrick Henry of No. 251 Bowery, inquired concerning

the safety of his cousin, Patrick Henry, who had written that he would leave Liverpool in the Atlantic. He is not among those saved as far as known. Henry Smith, who lives at Classon and Atlantic-aves.

in Brooklyn, asked for information concerning Thomas McGuire of Dublin, who sailed from Liverpool in the Atlantic

James Murphy, who lives in East Seventy-fourth-st., was auxious to learn the fate of his sister-in-law, Agues Rogers, who, with her two children, sailed from Liverpool in the foundered vessel, James MacGrath has a brother, Patrick McGrath, who

had notified to him that he would leave his home in Dubin in time to take passage on the Atlanti-Patrick Burke paid at the office in this city passage for his cousin, Thomas Burke, and a boy, Thes. Kelly,

seven years old. They wrote him that they would sail from Liverpool by March 20. Thomas Lev ell, who arrived in this country in January,

was written to by his wife Mary, who said she had paid her passage on board the Atlantic. Wm. Taylor of Newark, N. J., went to England about

three months ago for his health. He wrote to his friend, Abraham Wrigley, at No. 522 West Forty-third-st., who yesterday sought for information concerning his fate, that he would leave about March 20 for home. Matthew Morrison wrote to his brother John that he

would sail on March 21, from Queenstown, on a White Star line steamer, his passage having been paid at the office in this city by his brother John Kerrigan of No. 400 Baltic-st., Brooklyn, was anxus about his brother James, whose passage he paid in

Liverpool by the unfortunate steamer. Mrs. Toumey of Jersey City paid for a steerage passage

in the Atlantic for her son, John Miles, whom she fears Thomas Clancy of Jersey City also paid at the Broadway office of the White Star Line, the money for a steer-

age passage for his brother Nicholas, expected to leave on the Atlantic. Bridget Day, 18 years of age, sailed on the Atlantie from Liverpool, and her brother, James Day, residing at Nassau-st, and Hamilton-ave., in Brooklyn, who had sent

her the money to pay for her passage, was yesterday inquiring for her at the Company's office. Cornelius Long of No. 70 Union-st., Brooklyn, sent money to his sister Kate, age 14 years, to come to this

country. She wrote him that she would leave in the Bernard Curtis arrived in this city pesterday fr

cousin. Catharine Cassidy, who said she intended to come to this city on the Atlantic. Patrick Fogerty called to inquire concerning the safe-

ty of his father and sister, Alice, 24 years of age; of Daniel Majoney and Bridget Pogerty and her two children, all of whose fares had been paid to come by the wrecked steamer.

Patrick Handley of Newark, N. J., inquired concerning his uncie, wife and two children, aged respectively 17 and 12 years, all of whom left in the ill-fated vessel.

Thomas Mahoney of Jersey City was in anguish about his brother, John, who went to Ireland a short time ago to visit his friends and was expected to leave Liverpool about the time of the sailing of the Atlantic.

Edward Kelly of Brooklyn expected his brother-inlaw, Geo. Kearney, aged 28, by the foundered vessel. James McGrath cried piteously for a sister whose fare had been paid by him, and whose less by the Atlantic be

Levi Barrenkaus has by his bard-earned savings accumulated a little money, most of which he expended in paying the passage of his brother, his wife, and three children to this country. He fears they are lost, and was yesterday almost inconsolable, when he produced a letter stating they would leave Liverpool on the At-

Thomas Magrath has accumulated some property, and a short time ago sent his daughter to Europe to be edu cated. She had graduated with honor, and was on her way home in the Atlantic when the vessel foundered.

Mr. P. D. Markwell, a salesman of the firm of Thompson, Langdon & Co., No. 391 Broadway, a young single man, who has been abroad on business for the firm, and stationers, of Detroit, Mich., were inquired for. mond is a married man, having several children. He sailed in the Baltic a few weeks ago, for the purpose of traveling over the continent for his health, but finding the change injurious, he suddenly determined to return home, and telegraphed to his friends that he had taken

Mr. C. Kempf of Hudson expects Mr. H. Weill and his

June Lynch of Cortlandi-st. expects her nephew John Myles, aged 18. His sister, residing on Staten Island,

John Brindley, purchasing agent of Willetts & Co., No. 44 Barciny-st., is known to have taken passage from Liverpool on the Atlantic, having so advised his principa)s. Mr. Brindley is an Englishman and resides at the Potteries in Staffordshire. He was coming to this

Among the callers at the office was Mrs. Mary McDermott, connected with the Fifth Avenue Hotel in th capacity of matron. Her husband and two children were on hoard and are supposed to be lost. Ellen Renshaw of Nenagh, Ireland, and Rachel Mo

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